T-E-L-E-G-R-A-M

DUNSMUIR 255 P.M. MAY 3, 1919

76- 81 DR.JN.FE.

E H MILLER, SAN FRAN
F.L.BURCKHALTER "
R.L.RUBY. "
H.P.THRALL "
C.S.FEE "
E.B.CARSON "

[illegible] AND [illegible] WILL BE RESTORED AS PASSENGER TRAIN BETWEEN KLAMATH FALLS AND KIRK. THE SAME DATE NO.231 AND 232 WILL BE RESTORED AS LOCAL FREIGHT. THIS ARRANGEMENT ACCOUNT VOLUME LOG MOVEMENT JUSTIFYING SUCH ACTION. D 25.

J.W.F.

430PM

UNITED STATES RAILROAD ADMINISTRATION
SOUTHERN PACIFIC SAFETY
J. H. DYER, *General Manager.*
F. L. BURCKHALTER, *Assistant General Manager.*
R. L. RUBY, *Acting Superintendent of Transportation.*

SHASTA DIVISION

UNITED STATES RAILROAD ADMINISTRATION
Director General of Railroads
Southern Pacific Railroad

BULLETIN NO. 3272

Dunsmuir, May 3, 1919

TRAINMEN
YARDMASTERS
Agent, RED BLUFF

Commencing with the business moving out of Roseville May 5th, all northbound perishable moving under ice must be re-iced at Red Bluff.

J. W. FitzGerald

File 413-021
2
Posted ______

2 cys
1039
and 1071

Trains 231 and 232 will be discontinued.

R.L.Ruby

CC: Mr. J.H.Dyer
Mr. F.L.Burckhalter

ROAD ADMINISTRATION

. DYER,
General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

R. L. RUBY,
Acting Superintendent of Transportation.

SHASTA DIVISION

Director General of Railroads
SOUTHERN PACIFIC RAILROAD

BULLETIN NO. 3217

Dunsmuir, March 27, 1919.

AGENTS,
CONDUCTORS,
ENGINEERS:

During life of Time Table No.26 train No.13 will stop on flag at Azalea.

J W FitzGerald

File520-311
7
Posted-------------

Trains 231 and 232 will be discontinued.

R.L.Ruby

CC: Mr. J.H.Dyer
Mr. F.L.Burckhalter

UNITED STATES RAILROAD ADMINISTRATION

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

R. L. RUBY,
Acting Superintendent of Transportation.

SOUTHERN PACIFIC
SAFETY

SHASTA DIVISION

UNITED STATES RAILROAD ADMINISTRATION

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS
SOUTHERN PACIFIC RAILROAD

BULLETIN NO. 5202.

Dunsmuir, March 21, 1919.

TRAINMEN,
ENGINEMEN:

Wye has been completed 906 feet East of East Switch, Morrison, and is ready for service.

New trackage is to be considered a portion of Morrison station.

Be governed accordingly.

J. W. FitzGerald.

File 349-1
5
Posted ______________________.

Trains 231 and 232 will be discontinued.

R.L.Ruby

CC: Mr. J.H.Dyer
Mr. F.L.Burckhalter

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

R. L. RUBY,
Acting Superintendent of Transportation.

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS
SOUTHERN PACIFIC RAILROAD.

BULLETIN NO. 3203.

Dunsmuir, March 21, 1919.

TRAINMEN,
ENGINEMEN:

Spur has been constructed at Mile Post 266.3 (Cuargo), which will hold 4 cars.

Be governed accordingly.

J. W. FitzGerald

File 349-1
5
Posted____________________________.

Trains 231 and 232 will be discontinued.

R.L.Ruby

CC: Mr. J.H.Dyer
Mr. F.L.Burckhalter

UNITED STATES RAILROAD ADMINISTRATION

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

R. L. RUBY,
Acting Superintendent of Transportation.

SHASTA DIVISION

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS
SOUTHERN PACIFIC RAILROAD

BULLETIN NO. 3194

Dunsmuir, March 12, 1919

TRAINMEN
ENGINEMEN

Special Rule #28 in present Time Table is hereby cancelled.

The stick relay at Siskiyou has been abandoned.

J. W. FitzGerald

File 563-04
3
Posted________

Trains 231 and 232 will be discontinued.

R.L.Ruby

CC: Mr. J.H.Dyer
Mr. F.L.Burckhalter

UNITED STATES RAILROAD ADMINISTRATION

General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

R. L. RUBY,
Acting Superintendent of Transportation.

SHASTA DIVISION

UNITED STATES RAILROAD ADMINISTRATION

BULLETIN NO.3111.

Dunsmuir, Jan. 31, 1919.

ALL CONCERNED:

Grenada station will be opened for business February 1st, 1919, as a Class A station, and will handle freight, ticket and express.

J. W. Fitzgerald.

File 513-07
5
Posted ______.

Trains 231 and 232 will be discontinued.

R.L.Ruby

CC: Mr. J.H.Dyer
Mr. F.L.Burckhalter

General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

R. L. RUBY,
Acting Superintendent of Transportation.

SHASTA DIVISION

Dunsmuir, Jan. 8, 1919

TRAINMEN:
ENGINEMEN:

Effective at 8:00AM today, derail at East end Lamoine siding will be disconnected from mail line switch and operated by independent stand.

Relocation of derail reduces capacity of this siding to 38 cars.

Be governed accordingly.

J.W.FitzGerald

File 342-523
2
Posted ____________

Trains 231 and 232 will be discontinued.

R.L.Ruby

CC: Mr. J.H.Dyer
Mr. F.L.Burckhalter

UNITED STATES RAILROAD ADMINISTRATION

General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

R. L. RUBY,
Acting Superintendent of Transportation.

San Francisco, Calif.
Dec. 27, 1919.

Mr. F.E.Batturs,
Mr. T.A.Graham,
Mr. T.O.Edwards,
Mr. H.P.Thrall:

Effective Dec. 29, 1919, train service between Klamath Falls and Kirk will consist of one mixed train in each direction daily except Sunday, running on the present schedules of Nos. 41 and 42.

Trains 231 and 232 will be discontinued.

R.L.Ruby

CC: Mr. J.H.Dyer
Mr. F.L.Burckhalter

UNITED STATES RAILROAD ADMINISTRATION

General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

R. L. RUBY,
Acting Superintendent of Transportation.

UNITED STATES RAILROAD ADMINISTRATION

Walker D. Hines, Director General of Railroads

OUTHERN PACIFIC RAILROAD

(LINES SOUTH OF ASHLAND)

1

TIME TABLE

FOR THE

SHASTA DIVISION

To Take Effect Sunday, June 1, 1919, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public

W. R. SCOTT,
Federal Manager.

General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

R. L. RUBY,
Acting Superintendent of Transportation.

Eastward.

FROM SAN FRANCISCO—GERBER SUBDIVISION

Time Table No. 1

June 1, 1919

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone.	SECOND CLASS			FIRST CLASS				Distance from San Francisco Via Marysville			STATIONS
	236	238	222	14	22	16	54				
	Way Freight	Way Freight	Portland Fast Freight	Portland Express	Dunsmuir Passenger	Oregon Express	Oregonian				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Term. Yd. WFYOP	6.15AM		3.00AM	7.30PM	3.40PM	6.00AM	5.35AM	213.8	Automatic Block	DNR	GERBER 2.0
P				7.35	f 3.48	f 6.07	5.42	215.8		†	PROBERTA 3.1
47 P	6.35		3.25	7.42	f 3.55	6.14	5.48	218.9			RAWSON 4.5
63-57 WPT	7.25		4.00	s 7.55	s 4.10	s 6.29	5.56	223.4		DN	RED BLUFF 5.5
73 P	7.50		4.25	8.05	f 4.20	6.39	6.06	228.9			BLUNT 3.3
21								232.2			IVREA (Spur) 1.4
65 P	8.10		4.55	8.17	f 4.30	f 6.51	6.18	233.6			HOOKER 6.8
76 WP	8.40		5.30	s 8.33	s 4.47	s 7.07	6.32	240.4		DN	COTTONWOOD 6.7
46 P	9.55		5.50	s 8.50	s 5.02	s 7.21	6.44	247.1		D	ANDERSON 2.1
22					f			249.2			ANDERSON BRICK YARD 4.3
66 P	10.15		6.10	9.10	f 5.13	f 7.33	6.54	253.5			GIRVAN 4.7
65 WP	10.30AM	6.00AM	6.30	s 9.25	s 5.30	s 7.50	7.04	258.2		DN	REDDING 2.8
18					f	f		261.0			MIDDLE CREEK (Spur) 2.9
67 P		6.30	6.45	f 9.35	s 5.43	s 8.05	7.14	263.9		D	KESWICK 2.0
18					s	f		265.9			CENTRAL MINE 0.5
25								266.4			CUARGO (Spur) 1.6
42 WP		6.55	7.10	9.43	f 5.52	f 8.15	7.23	268.0			MOTION 3.0
84 OP		7.32	7.32	f 9.51	s 6.04	s 8.23	7.32	271.0		D	CORAM 4.7
63 OP		8.37	8.00	s 10.03	s 6.22	s 8.37	7.44	275.7		DN	KENNET 2.6
60 P		9.30	8.25	10.08	s 6.30	s 8.47	7.49	278.3		D	PITT 1.9
86 YWPF		9.55	8.57	10.18	f 6.38	f 8.57	7.56	280.2			MORLEY 3.6
31 P		10.15	9.20	10.27	f 6.47	9.07	8.10	283.8			ELMORE 3.8
86		10.42	9.50	10.36	f 6.57	9.19	8.23	287.6			POLLOCK 2.9
4					f	f		290.5			ANTLER (Spur) 0.6
59 P		11.00	10.32	10.46	f 7.10	9.31	8.34	291.1			SMITHSON 5.6
66 WP		11.30AM	11.20	s 11.02	s 7.30	s 9.52	8.55	296.7		DN	DELTA 3.5
39 P		12.01PM	11.40AM	f 11.12	s 7.42	s 10.05	9.05	300.2		D	LAMOINE 3.8
74 P		12.21	12.01PM	11.25	f 7.52	f 10.21	9.20	304.0			GIBSON 5.4
73 WP		12.45	12.35	f 11.45	f 8.08	f 10.39	9.38	309.4			SIMS 2.4
					f	f		311.8			FLUME (Spur) 1.3
65		1.00	12.50	11.55PM	f 8.18	f 10.50	9.48	313.1			CONANT 2.2
59 P		1.25	1.05	f 12.02AM	s 8.28	s 11.03	9.58	315.3		DN	CASTELLA 0.8
34								316.1			DIRIGO 0.3
2					f	f		316.4			CASTLE ROCK (Spur) 1.9
39 P		1.40	1.25	12.14	f 8.38	f 11.17	10.12	318.3			CASTLE CRAG 2.1
45 P		1.50	1.35	12.19	f 8.43	11.24	10.19	320.4			NUTGLADE 1.7
Term. Yd. WFTOP		2.00PM	1.45PM	12.25AM	8.50PM	11.30AM	10.25AM	322.1		DNR	DUNSMUIR
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(108.3)
	(4.15)	(8.00)	(10.45)	(4.55)	(5.10)	(5.30)	(4.50)				……Time over District.
	11.78	7.98	10.65	22.03	20.96	19.69	22.41				……Average speed per hour.

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

†Time at Proberta applies at Passenger Station and not at Siding.

ADDITIONAL STOPS ON SIGNAL.—Nos. 27 and 22 at Sweetbriar, M. P. 314.8; Chromite, 307.3; Eagle Point, 302.8; Fischer, 306.0; Scholes, 295.0; Etter, 281.0, and Draper, 238.3.

GERBER SUBDIVISION—TOWARD SAN FRANCISCO.

Time Table No. 1

June 1, 1919

Automatic Block

			FIRST CLASS				SECOND CLASS		
		Distance from Dunsmuir	15 California Express	27 Sacramento Passenger	13 San Francisco Express	53 Oregonian	235 Way Freight	237 Way Freight	221 Portland Fast Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DNR	**GERBER**	108.3	11.15AM	1.50PM	11.00PM	2.55AM	9.25AM		10.30AM
	2.0								
†	PROBERTA	106.3	11.05	f 1.40	10.50	2.48			
	3.1								
	RAWSON	103.2	10.58	f 1.33	10.40	2.38	9.00		10.05
	4.5								
DN	**RED BLUFF**	98.7	s 10.50	s 1.25	s 10.30	2.30	8.45		9.50
	5.5								
	BLUNT	93.2	10.35	f 1.09	10.15	2.20	7.50		9.25
	3.3								
	IVREA (Spur)	89.9							
	1.4								
	HOOKER	88.5	10.23	f 12.57	10.00	2.10	7.30		9.00
	6.8								
DN	COTTONWOOD	81.7	s 10.05	s 12.42	s 9.40	1.56	7.07 6.15		8.40
	6.7								
D	**ANDERSON**	75.0	s 9.55	s 12.32	s 9.25	1.43	5.50		8.00
	2.1								
	ANDERSON BRICK YARD	72.9		f					
	4.3								
	GIRVAN	68.6	9.40	f 12.17	f 9.10	1.32	5.20		7.33
	4.7								
DN	**REDDING**	63.9	s 9.30	s 12.07PM	s 9.00	1.23	5.00AM	1.45PM	7.04
	2.8								
	MIDDLE CREEK (Spur)	61.1		f					
	2.9								
D	**KESWICK**	58.2	s 9.10	s 11.50AM	s 8.40	1.11		1.25	6.45 6.30
	2.0								
	CENTRAL MINE	56.2		s					
	0.5								
	CUARGO (Spur)	55.7							
	1.6								
	MOTION	54.1	8.58	f 11.40	8.25	1.03		1.00	6.05
	3.0								
D	**CORAM**	51.1	f 8.50	s 11.30	s 8.15	12.55		12.35	5.35
	4.7								
DN	**KENNET**	46.4	s 8.37	s 11.18	s 8.00	12.44		12.05PM	5.10
	2.6								
D	**PITT**	43.8	s 8.25	f 11.07	f 7.48	12.38		11.07AM	4.50
	1.9								
	MORLEY	41.9	8.18	f 11.02	f 7.40	12.33		10.30	4.30
	3.6								
	ELMORE	38.3	8.10	f 10.52	7.30	12.24		10.15	4.10
	3.8								
	POLLOCK	34.5	8.00	f 10.42	7.20	12.14		9.50	3.50
	2.9								
	ANTLER (Spur)	31.6		f	f				
	0.6								
	SMITHSON	31.0	7.51	f 10.32	7.10	12.06AM		9.31	3.25
	5.6								
DN	DELTA	25.4	f 7.36	s 10.17	s 6.54	11.50PM		8.55	2.55
	3.5								
D	LAMOINE	21.9	f 7.24	s 10.05	s 6.40	11.38		8.35	2.25
	3.8								
	GIBSON	18.1	7.11	f 9.52	f 6.27	11.25		8.00	1.45
	5.4								
	SIMS	12.7	6.59	f 9.38	f 6.12	11.08		7.43	1.15
	2.4								
	FLUME (Spur)	10.3		f					
	1.3								
	CONANT	9.0	6.50	f 9.24	f 6.00	10.56		7.25	12.45
	2.2								
DN	CASTELLA	6.8	f 6.44	s 9.16	s 5.52	10.50		7.15	12.30
	0.8								
	DIRIGO	6.0							
	0.3								
	CASTLE ROCK (Spur)	5.7		f	f				
	1.9								
	CASTLE CRAG	3.8	6.35	f 9.05	f 5.40	10.40		6.55	12.14AM
	2.1								
	NUTGLADE	1.7	6.30	f 9.00	5.35	10.35		6.45	11.55
	1.7								
DNR	**DUNSMUIR**	0.0	6.25AM	8.55AM	5.30PM	10.30PM		6.35AM	11.45PM
	(108.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily
Time over District			(4.50)	(4.55)	(5.30)	(4.25)	(4.25)	(7.10)	(10.45)
Average speed per hour			22.41	22.03	19.69	25.17	11.30	8.91	10.65

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

†Time at Proberta applies at Passenger Station and not at siding.

ADDITIONAL STOPS ON SIGNAL: Nos. 27 and 22 at Sweetbriar, M. P. 314.8; Chromite, 307.5; Fisher, 306; Eagle Point, 302.8; Scholes, 295; Etter, 281; and Draper, 239.8.

Eastward. FROM SAN FRANCISCO—DUNSMUIR SUBDIVISION—TOWARD SAN FRANCISCO Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water Turning Stations and Telephone.	SECOND CLASS			FIRST CLASS			Distance from San Francisco Via Marysville			Time Table No. 1 June 1, 1919	Distance from Ashland	FIRST CLASS			SECOND CLASS		
	222	226	230	16	54	14						15	13	53	229	221	225
	Portland Fast Freight	Way Freight	Way Freight	Oregon Express	Oregonian	Portland Express						California Express	San Francisco Express	Oregonian	Way Freight	Portland Fast Freight	Way Freight
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday
Term. Yd. WFTOP	4.00PM		6.10AM	11.50AM	10.40AM	12.40AM	322.1	Automatic Block	DNR	**DUNSMUIR** 1.0	107.0	6.10AM	5.10PM	10.15PM	12.45PM	7.45PM	
	No Siding		No Siding	f			323.1			UPPER SODA SPRINGS 0.7	106.0		f		No Siding	No Siding	
P	No Siding		No Siding	f			323.8			SHASTA RETREAT 1.6	105.3		f		No Siding	No Siding	
P				12.01PM s 12.06	10.50 10.55	f 12.52	325.4			† SHASTA SPRINGS 0.7	103.7	f 5.59	4.57 s 4.52	10.04			
77 P	4.50		6.20	12.10	11.00	12.56	326.1			SMALL 1.5	103.0	5.57	4.50	10.02	12.10PM	7.25	
25 P	5.05		6.30	f 12.16	11.06	1.03	327.6			CANTARA 3.8	101.5	5.51	f 4.43	9.57	11.50AM	7.05	
64 P	5.25		6.50	f 12.32	11.21	1.20	331.4			MOTT 2.1	97.7	5.35	f 4.26	9.43	11.21	6.40	
62	5.35		7.05	12.40	11.27	1.28	333.5			AZALEA 1.6	95.6	5.28	4.18	9.36	11.00	6.20	
							335.1			PIONEER (Spur) 0.3	94.0						
							335.4			BARNARD (Spur) 1.3	93.7						
118 YWP	6.00		8.05	s 12.55	11.36	s 1.45	336.7		DN	**SISSON** 2.4	92.4	s 5.20	s 4.10	9.29	10.45	6.00	
33 P	6.15		8.20	f 1.03	11.43	1.53	339.1			UPTON 3.2	90.0	5.10	f 3.49	9.22	10.05	5.40	
55 YP	6.30		8.45	f 1.12	11.52AM	2.01	342.3			DEETZ 3.5	86.8	5.02	f 3.40	9.17	9.50	5.25	
57 P	6.45		9.05	f 1.20	12.01PM	2.08	345.8			IGERNA 2.6	83.3	4.52	f 3.30	9.07	9.35	5.05	
59 77 WFYOP	7.30		9.20 10.50	s 1.45	12.10	s 2.20	348.4		DN	**WEED** 5.0	80.7	s 4.40	s 3.05	9.00	9.20	4.50	
53 WTP	7.50		11.10	s 2.00	12.23	f 2.35	353.4		DN	EDGEWOOD 3.7	75.7	s 4.26	s 2.50	8.45	7.30	4.35	
77	8.05		11.25	2.09	12.32	2.44	357.1			METCALF 3.9	72.0	4.12	2.33	8.34	7.05	4.20	
75 P	8.25		11.50AM	s 2.25	12.39	f 2.52	361.0		D	GAZELLE 8.1	68.1	s 4.04	s 2.25	8.25	6.55	4.10	
74 P	8.47		12.20PM	s 2.41	12.55	f 3.07	369.1		D	GRENADA 6.4	60.0	f 3.48	s 2.02	8.10	6.30	3.50	
70 WP	9.00	2.00PM	12.40PM	s 2.58	1.10	s 3.33	375.5		DN	**MONTAGUE** 5.2	53.6	s 3.33	s 1.45	7.58	6.00AM	3.30	4.10AM
71 YP	9.15	2.15		f 3.10	1.25	3.48	380.7			SNOWDON 5.5	48.4	3.16	f 1.25	7.46		3.10	3.48
57 P	9.35	2.30		s 3.23	1.39	f 4.00	386.2			AGER 2.2	42.9	3.02	f 1.07	7.28		2.30	3.02
24 P	9.45	3.00		f 3.30	1.46	4.07	388.4			THRALL 2.1	40.7	2.55	f 1.00	7.22		2.20	2.25
45	9.55	3.10		f 3.37	1.53	4.12	390.5			KLAMATHON 2.6	38.6	2.49	f 12.52	7.16		2.10	2.10
Term. Yd. WFTP	11.10	3.52		s 3.52	2.00 s 2.10	s 4.27	393.1		DNR	**HORNBROOK** 4.4	36.0	s 2.44	s 12.45	s 7.10		2.00	2.00
47 P	11.40PM	4.20		f 4.07	2.25	4.42	397.5			ZULEKA 4.3	31.6	2.25	f 12.23	6.51		12.55	12.55
54 P	12.10AM	5.20		s 4.22	2.40	s 4.57	401.8		DN	HILT 1.0	27.3	s 2.13	s 12.11	6.39		12.30	12.35 12.10
22	12.15	5.25		f 4.26	2.44	5.00	402.8			COLE 4.6	26.3	2.08	f 12.06PM	6.35		12.25PM	12.05AM
39 P	12.50	6.22		4.44	3.02	5.18	407.4			GREGORY 1.7	21.7	1.55	11.54AM	6.22		11.54AM	11.45PM
	No Siding	No Siding		f		f	409.1			COLESTIN 0.9	20.0		f			No Siding	No Siding
54 P	1.10	6.40		4.54	3.10	5.28	410.0			WHITE POINT 2.2	19.1	1.47	11.47	6.14		11.25	11.25
60 TP	1.40	7.10		s 5.05	3.20	s 5.40	412.2		DN	SISKIYOU 2.4	16.9	1.40	s 11.40	6.07		11.10	11.10
28 P	2.05	7.30		5.19	3.34	5.54	415.6	Automatic Block		WALL CREEK 3.7	13.5	1.22	11.22	5.50		10.40	10.30
60 WP	2.50	8.00		s 5.35	3.50	s 6.10	419.3		N	STEINMAN 3.6	9.8	f 1.07	f 11.07	5.35		10.15	10.10
50 P	3.10	8.15		f 5.45	4.00	f 6.20	422.9			MISTLETOE 2.6	6.2	12.52	f 10.52	5.20		9.40	9.25
54 P	3.25	8.30		5.55	4.10	f 6.30	425.5			CLAWSON 3.6	3.6	12.43	f 10.43	5.10		9.20	9.10
Term. Yd. WFTOP	3.45AM	8.45PM		6.05PM	4.20PM	6.40AM	429.1		DNR	**ASHLAND**	0.0	12.35AM	10.35AM	5.00PM		9.00AM	9.00PM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily				(107.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Saturday
	(11.45) 9.11	(6.45) 7.94	(6.30) 8.21	(6.15) 17.12	(5.40) 19.81	(6.00) 17.83				Time over District Average speed per hour		(5.35) 19.16	(6.35) 16.25	(5.15) 20.77	(6.45) 7.91	(10.45) 9.95	(7.10) 7.48

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

ADDITIONAL STOPS ON SIGNAL: Nos. 13 and 16 at Section House Gregory.

†The time of Passenger trains at Shasta Springs is at the Mineral Spring and not at the Siding.

Eastward. FROM SAN FRANCISCO—WEED SUBDIVISION—TOWARD SAN FRANCISCO Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone	SECOND CLASS				FIRST CLASS				Distance from San Francisco Via Marysville		Time Table No. 1 June 1, 1919	Distance from Klamath Falls	FIRST CLASS				SECOND CLASS				
				228 Way Freight				40 Klamath Falls Passenger					39 Weed Passenger				227 Way Freight				
				Leave Daily Ex. Sunday				Leave Daily			STATIONS		Arrive Daily				Arrive Daily Ex. Sunday				
Term. Yd. WYPFO				7.00AM				3.30PM	348.4	DNR	WEED 3.3	85.8	1.15PM				3.25PM				
11				7.15				f 3.41	351.7		EVANS (Spur) 2.2	82.5	f 1.00				3.10				
29				7.30				f 3.48	353.9		GEAGAN 4.6	80.3	f 12.52				3.00				
11				7.50				f 3.59	358.5		HOEY 2.1	75.7	f 12.39				2.40				
36 P				8.10				f 4.05	360.6		DELANEY 2.6	73.6	f 12.33				2.25				
55				8.30				f 4.17	363.2		MT. SHASTA (Spur) 2.7	71.0	f 12.24				2.10				
30				8.50				4.28	365.9		MORRISON 0.6	68.3	12.15				1.50				
Y								f	366.5		MORRISON (Wye) 2.7	67.2	f								
44 Y				9.05				f 4.38	369.2		PINELAND (Wye) 1.3	65.0	f 12.05PM				1.30				
8								f	370.5		PAUL 2.8	63.7	f								
55 WP				9.25				f 4.50	373.3	D	GRASS LAKE 4.6	60.9	s 11.51AM				1.05				
62				9.40				f 5.00	377.9		ERICKSON 1.5	56.3	f 11.40				12.45				
54 YP				9.50				s 5.06	379.4		MURPHY (Wye) 2.6	54.8	s 11.36				12.40				
64				10.00				f 5.12	382.0		PENOYAR 3.3	52.2	f 11.30				12.30				
67 YP				10.25				f 5.19	385.3		BRAY WYE 1.3	48.9	f 11.23				12.15				
68 WP				**11.20**				s 5.22	386.6	D	BRAY 1.9	47.6	s **11.20**				12.05PM				
69 Y				11.25				f 5.28	388.5		KELLUM 2.3	45.7	f 11.11				11.50AM				
64				11.40				f 5.34	390.8		KEGG 4.0	43.4	f 11.06				**11.40**				
63				11.55AM				f 5.42	394.8		JEROME 4.0	39.4	f 10.56				11.20				
65 WP				12.25PM				s 5.52	398.8	D	MT. HEBRON 2.6	35.4	s 10.46				11.00				
63 P				12.40				s 6.00	401.4	D	MACDOEL 1.6	32.8	s **10.39**				**10.39**				
63				12.48				f 6.04	403.0		SOMERSET 4.4	31.2	f 10.33				10.15				
62				12.58				f 6.13	407.4		MAY 4.4	26.8	f 10.24				10.00				
64 P				1.20				s 6.26	411.8	D	DORRIS 4.5	22.4	s 10.15				9.45				
63				1.36				f 6.35	416.3		CALOR 2.0	17.9	f 10.05				9.20				
7								f	418.3		IVAN (Spur) 2.1	15.9	f								
64 W				1.51				s 6.46	420.4		WORDEN 2.8	13.8	s 9.52				8.55				
62				2.02				f 6.55	423.2		ADY 3.6	11.0	f 9.45				8.40				
70 P				2.20				s 7.05	426.8		MIDLAND 4.0	7.4	s 9.35				8.25				
63				2.35				f 7.15	430.8		TEXUM 3.4 K. F. M. Ry. Crossing	3.4	f 9.25				8.10				
Term. Yd. WFYPO				2.50PM				7.30PM	434.2	DR	KLAMATH FALLS (85.8)	0	9.15AM				8.00AM				
				Arrive Daily Ex. Sunday				Arrive Daily					Leave Daily				Leave Daily Ex. Sunday				
				(7.50) 10.95				(4.00) 21.45			Time over District Average speed per hour		(4.00) 21.45				(7.25) 11.56				

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Additional Stops on Signal; Nos. 39 and 40, Ester 383.8, Mt. Hebron water tank 398.0, and Setzer 432.2

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone.	SECOND CLASS: 232 Way Freight, Leave Daily Ex. Sunday	FIRST CLASS: 42 Kirk Passenger, Leave Daily Ex. Sunday	Distance from San Francisco Via Marysville		Time Table No. 1, June 1, 1919. STATIONS	Distance from Kirk	FIRST CLASS: 41 Klamath Falls Passenger, Arrive Daily Ex. Sunday	SECOND CLASS: 231 Way Freight, Arrive Daily Ex. Sunday
Term. Yd. WFYPO	8.10AM	8.00AM	434.2	DR	**KLAMATH FALLS** 2.4	40.7	12.50PM	3.30PM
64	8.20	f 8.10	436.6		CHELSEA 2.1	38.3	f 12.40	3.05
68	8.35	f 8.20	438.7		WOCUS 4.3	36.2	f 12.31	2.50
64	9.00	s 8.35	443.0		ALGOMA 4.6	31.9	s 12.18	2.30
64	9.15	f 8.48	447.6		OUXY 3.5	27.3	f 12.02PM	1.40
		f 9.00	451.1		HARRIMAN LODGE (No Siding) 1.1	23.8	f 11.50AM	
64	9.35	s 9.05	452.2		MODOC POINT 4.3	22.7	f 11.45	1.20
69	9.50	f 9.20	456.5		LOBERT 4.9	18.4	f 11.30	1.00
64 WYP	10.15	s 9.40	461.4	D	CHILOQUIN 1.3	13.5	s 11.18	12.40
4		f	462.7		PINE RIDGE (Spur) 3.1	12.2	f	
66	10.30	f 9.55	465.8		MEVA 4.1	9.1	f 11.00	12.15
71	**10.48**	f 10.05	469.9		SPRAGUE 4.0	5.0	f **10.48**	12.01PM
10		f	473.9		MARTIN (Spur) 1.0	1.0	f	
71 YP	11.10AM	10.20AM	474.9	R	**KIRK**	0.0	10.35AM	11.45AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(40.7)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(3.00) 13.56	(2.20) 17.44			Time over District Average speed per hour		(2.15) 18.08	(3.45) 10.85

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.) Except No. 42 is superior to No. 41 and No. 232 is superior to No. 231.

SPECIAL RULES.

"SAFETY FIRST"

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND CLASS TRAINS.

STANDARD CLOCKS.

Gerber
Redding
Dunsmuir (Train Dispatcher's Office)
Weed
Montague
Hornbrook
Ashland
Klamath Falls

WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector	San Francisco
H. T. HARGER, Traveling Inspector	Sacramento
G. C. WILKINS	Red Bluff
F. R. DOBROWSKY	Redding
HUTAFF AND CARLQUIST	Dunsmuir and Weed
F. M. UPP	Klamath Falls
W. H. HOPKINSON	Ashland

BULLETIN BOARDS.

Gerber (Tel Ofs.)
Dunsmuir (Tel Ofs. and Club)
Weed (Tel. Ofs.)
Hornbrook (Tel Ofs.)
Ashland (Tel Ofs.)
Klamath Falls (Psgr. Ofs.)

CLEARANCES.

1. When delivering orders to a train operators will fill out clearance cards (Form 2643) designating numbers of all orders for such train and repeat train and order numbers as they appear on clearance card to Dispatcher, and obtain O. K. with time and Superintendent's initials, and place same on clearance card in blank space provided therefor, before delivery is made. Operators will retain carbon copy of all clearance cards issued. Conductors and enginemen must not accept clearance card without the O. K., time and Superintendent's initials, when order numbers are designated thereon. Clearance cards that are issued not to accompany orders do not require O. K. and Superintendent's initials. Dispatchers must write train and order numbers in train order book as transmitted by operator from clearance card and must designate time clearance card was made O. K., not transmitting O. K. unless operators repeats numbers of all orders to be delivered to the train to which clearance card is addressed. In delivering train orders and clearance cards by hoop to trains at night operators will carry a white lantern to enable members of train crew to readily locate them.

2. When a helper engine is to be coupled into a train, copies of all orders affecting movement of the train at or beyond point from which helper is to be used, must be delivered to each helper engine crew before leaving the point at which coupled into train.

If helper engine is picked up at a closed or non-telegraph office a copy of orders affecting movement of train at or beyond that station—and copy of clearance card—must be delivered to conductor of train at a preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in.

3. Trains will obtain clearance card (Form 2643) at Hornbrook.

4. Rule 83-A will not apply at initial stations which are not train order offices, nor at train order offices when there is no operator on duty.

REGISTERING STATIONS.

8. Weed (Dunsmuir Subdivision) registering station for extras originating or terminating.

9. Redding registering station for Nos. 235, 236, 237 and 238.

10. Montague registering station for Nos. 225, 226, 229 and 230.

11. At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register by ticket as per Rule 83-B, conductors and telegraphers or telephone operators must comply with Rule 96, the same as at non-registering stations.

TRAIN AND AIR INSPECTION.

15. Passenger trains descending the grade will make a stop of four minutes at Steinman, and freight train descending the grade will make a stop as indicated below at the following stations, where trainmen will make a careful inspection of all cars in train:

Steinman ..10 mins.
Gregory ...10 "
Mile Post 359½ (Weed Subdivision)..5 "
Delta ......5 mins.
Motion .....5 "
Weed or Edgewood...5 mins.
Deetz ....5 "
Mott ....5 "

16. When for any reason a train has been delayed at White Point, 10 minutes, Azalea, Lamoine or Coram, 5 minutes, and inspection is made at such points, it will not be necessary to make further stop for such purpose at next station, as above shown.

17. After a continuous run of thirty (30) miles freight trains must be stopped and inspection made of running gear, wheels, etc., as per Rule 820.

18. PASSENGER TRAINS.

Rear end brake and air signal test must be made on all trains at Siskiyou, Hornbrook, Grass Lake, Deetz or Sisson, and at Edgewood on westward trains, which make stop for any purpose. Weed—all branch trains.

Eastward passenger trains will make running test as outlined Rule 16, Rules and Regulations Governing Care and Operation of Airbrake, before descending Snowden Hill.

FREIGHT TRAINS.

Rear end airbrake test must be made at Siskiyou, Hornbrook, Grass Lake, Deetz or Sisson. Weed—all branch trains.

19. Engines detached from train or for any reason brake pipe broken at any point, rear end plug test must be made.

20. Conductors will report to Superintendent by wire any failure to properly control train by air brake and will hand to car inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off; also result of three-minute tests of all retainers. The list then to be forwarded to Superintendent by mail.

19 FORM TRAIN ORDER FOR RESTRICTING TRAINS.

25. Within automatic block signal limits, between Gerber and Edgewood the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used;

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)

(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)

(3) When issuing an order Form "G," Example 3.

(4) When giving any train right over all trains.

(5) When reducing a time order where necessary that Dispatcher have signature of superior trains before completing order to an inferior train.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order. Conductors' and Engineers' attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

AUTOMATIC SIGNALS

Rule 504 is amended as follows:

29. When a train is stopped by a block signal, it may proceed when the signal indicates proceed.

ON SINGLE TRACK. Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal, in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

ON DOUBLE TRACK. A train may proceed immediately, running under control, not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

30. Trainmen must not depend upon the block system to protect their trains.

31. Trains stopped by Signal 2134 west end and 2149 east end Gerber yard; Signal 3218 west end Dunsmuir yard, will stop, wait one minute and then proceed under control.

32. Automatic block signals controlled by track circuits are located east and west end Tunnel 13, and between caution signal 938 feet west of mp. 420 and intermediate home signal located 1041 feet east of mp. 414, which includes Steinman and Wall Creek sidings. Trains will be governed by automatic block system rules.

33. Caution signals protecting facing point switches are located at the following stations. Be prepared to stop at switch when signal indicates caution:

West end Ager,
West end Thrall,
East end Klamathon,
West end Klamathon,
East end Zuleka,
West end Zuleka,
East end Cole,
East end Gregory,
East end White Point,
West end Mistletoe,
West end Clawson.

34. Overlap post has been installed at distant signal 2163, east of Proberta. Westward trains holding meet with eastward train at Proberta must not pass overlap post until eastward train passes signal 2148 east switch Gerber.

35.—(a) A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

(b) When a train which is to take siding is stopped by home signal at meeting point at which opposing train is standing on the main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch, provided track is seen to be clear to that switch.

(c) When a train which is to take siding at meeting or passing point finds home signal other than interlocking signal, in stop position on account of train to be met or passed standing on the main track, it may pass the home signal without stopping, when a brakeman or switch tender is at the home signal giving proceed signal to indicate that switch is open, and enter siding at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to fouling point of switch.

(d) When the number plate of a home block signal is reversed, showing "yellow", and signal indicates "stop", train may pass without stopping, but unless otherwise directed by train order or bulletin, will proceed with caution, to the next signal.

(e) When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from first train order office from which report can be made without delay to train.

(f) Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proced at six miles per hour without flagman in advance, both engineman and fireman will watch carefully for such defects.

(g) Within block signal limits that portion of Rules 86 and D-86 reading "but must be clear at the time a first class train in the same direction is due to leave the next station in the rear where time is shown" is cancelled.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

SPEED RESTRICTIONS.

BETWEEN	LIGHT ENGINES	
	Running Forward	Running Backward
Ashland and Hornbrook	20	10
Pineland and Weed		
Hornbrook and Snowdon	25	15
Dunsmuir and Gazelle		
Grass Lake and Pineland	25	12
Dunsmuir and one mile east of Middle Creek	25	15
Klamath Falls and Kirk		
One mile east of Middle Creek and Gerber	30	25
Snowdon and Gazelle		
Grass Lake and Klamath Falls		

40. Trains must not exceed the speed in miles per hour as shown below. No one mile at speed allowed must be made in faster time than shown in speed table:

	Passenger	Freight
Gerber and one mile east of Middle Creek	50	30
One mile east of Middle Creek and Dunsmuir	28	18
Dunsmuir and Azalea	25	18
Azalea and Deetz	30	18
Deetz and Edgewood	25	18
Edgewood and Snowdon	50	30
Snowdon and Hornbrook	30	18
Hornbrook and Clawson	25	15
Clawson and Ashland	30	18
Weed to Grass Lake	30	18
Grass Lake to one mile west Morrison and Delaney to Weed	30	18
One mile west Morrison to Delaney	25	15
Grass Lake and Klamath Falls	45	30
Klamath Falls and Kirk	30	25

41. Maximum speed of any train at any point must not exceed 50 miles per hour, and no train shall exceed a speed of 25 miles per hour around curves of 7 to 10 degrees, and 20 miles per hour around curves over 10 degrees.

42. Maximum speed of Mikado and Consolidation types of engines on passenger trains must not exceed 40 miles per hour over portions of division where passenger trains are permitted to make 50 miles per hour.

43. Trains when handling logs must not exceed 20 miles per hour at any point or six (6) miles per hour through tunnels or over bridges. Trains must stop and conductor know by inspection that loads of logs are safe before passing through tunnels or over bridges.

44. Maximum speed of Mallet type and yard engines 20 miles per hour.

45. By ordinance the rate of speed of trains is limited to eight (8) miles per hour within the city limits of Redding.

46. Trains must not exceed speed of 8 miles per hour between outside switches of Red Bluff yard.

47. Trains must not exceed speed of 8 miles per hour through cross-overs or turn-outs.

48. Trains must not exceed 15 miles per hour over Big Canon Bridge.

49. Eastward trains will not exceed fifteen miles per hour over switch at Barnard. Westward trains will not exceed fifteen miles per hour over east switch at Elmore.

50. Trains must reduce speed in territory covered by slow boards, as indicated thereon.

51. Yellow flags and lamps or slow boards will be placed one-fourth mile each side of structure or piece of track over which speed of trains must not exceed fifteen (15) miles per hour or rate of speed specified by Bulletins, Train Orders, or Slow Boards.

RETAINERS ON PASSENGER TRAINS DESCENDING GRADES WILL BE USED:

55. Accessible retainers to be used Black-Butte Summit to Edgewood.

56. From Siskiyou to Ashland. All retainers will be used except that accessible retainers will be turned down after passing Yard Limit Board, Ashland.

57. From Siskiyou to Cole water tank and before passing over Bailey Hill until the water tank stop is made at Hornbrook except that retainers on head end cars must be used from Siskiyou to Hornbrook and if stop is made at Hilt, they should be turned down momentarily.

58. From Azalea to East Switch at Dunsmuir accessible retainers to be used, except that if stop is made at Shasta Springs or West, retainers may be released.

59. Fifteen-pound retainers which have been re-modelled to hold ten pounds can be distinguished by a small hole drilled through end of handle.

60. In operating retainers, they should be turned up commencing at head end, and when turned down, commencing at rear end of train.

61. Freight trains will use all retainers descending grade between Ashland and Hornbrook, Grass Lake and Mile Post 359½.

Sufficient retainers to control train will be used on descending grade between Edgewood and Dunsmuir, Dunsmuir and Delta, Snowden and West Switch at Hornbrook, Kirk and Pine Ridge, Mile Post 359½ and Weed.

Eastward trains will make stop at Edgewood to permit brakemen to turn down retainers and if stop is made between Thrall and Hornbrook or between Gibson and Delta, retainers must be turned down.

LOCATION OF OVERHEAD STRUCTURES

Main Line

M. P.	Between		Structure	Height	Crossing
258.5	Redding		H'way Bridge	21′ 0″	S. P. Tracks
269.6	Motion	Coram	Tunnel No. 1	17′ 10″	
276.6	Kennet	Pitt	Tunnel No. 2	17′ 9″	
278.9	Pitt	Morley	Tunnel No. 3	18′ 3″	
285.7	Elmore	Antler	Tunnel No. 4	17′ 11″	
286.3	Elmore	Antler	Tunnel No. 5	17′ 8″	
286.4	Elmore	Antler	Bridge No. 3	21′ 8″	Sacramento River
288.9	Elmore	Antler	Tunnel No. 6	21′ 6″	
295.6	Smithson	Delta	Tunnel No. 7	18′ 7″	
299.8	Delta	Lamoine	Tunnel No. 8	18′ 2″	
301.8	Lamoine	Gibson	Bridge No. 6	21′ 9″	Sacramento River
302.2	Lamoine	Gibson	Bridge No. 7	21′ 9″	Sacramento River
305.3	Gibson	Sims	Bridge No. 8	21′ 9″	Sacramento River
305.4	Gibson	Sims	Tunnel No. 9	17′ 8″	
306.7	Gibson	Sims	Bridge No. 9	21′ 9″	Sacramento River
307.0	Gibson	Sims	Tunnel No. 10	18′ 0″	
308.6	Gibson	Sims	Bridge No. 10	21′ 9″	Sacramento River
308.9	Gibson	Sims	Bridge No. 11	21′ 9″	Sacramento River
310.3	Sims	Flume	Bridge No. 12	21′ 10″	Sacramento River
310.4	Sims	Flume	Tunnel No. 11	18′ 3″	
310.6	Sims	Flume	Bridge No. 13	21′ 9″	Sacramento River
315.8	Castella	Dirigo	Bridge No. 1	21′ 10″	Castle Creek
317.6	Castle Rock	Castle Crags	Bridge No. 14	21′ 9″	Sacramento River
317.8	Castle Rock	Castle Crags	Bridge No. 15	21′ 9″	Sacramento River
325.0	Shasta Retreat	Shasta Springs	Bridge No. 16	21′ 9″	Sacramento River
327.2	Small	Cantara	Bridge No. 17	21′ 9″	Sacramento River
329.4	Cantara	Mott	Tunnel No. 12	19′ 1″	
390.9	Klamathon	Hornbrook	Bridge	21′ 8″	Klamath River
411.3	White Point	Siskiyou	Tunnel No. 13	18′ 0″	
414.6	Siskiyou	Wall Creek	Tunnel No. 14	18′ 5″	
415.2	Siskiyou	Wall Creek	Tunnel No. 15	18′ 10″	
419.9	Steinman	Mistletoe	Tunnel No. 16	18′ 6″	
	WEED SUB-DIVISION				
412.5	Dorris	Calor	Tunnel No. 1	21′ 4″	
414.7	Dorris	Calor	Tunnel No. 2	21′ 4″	
431.8	Texum	Klamath Falls	H'way Bridge.	21′ 11″	S. P. Tracks
460.7	Lobert	Chiloquin	Bridge No. 1	21′ 10″	Sprague River

AVERAGE WEIGHT OF PASSENGER TRAIN CARS.

Kind of Car	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe
Baggage	79,000	90,000	....
Baggage—(Dynamo)	....	105,000	....
Baggage and Mail	77,000	121,000-69′ 90,000-60′	93,000
Baggage and Passenger	61,000		....
Buffet	....	130,000	122,000
Buffet—(Dynamo)	....	146,000	....
Business	107,000	178,000	135,000
Chair	86,000	98,000	....
Coaches	80,000	95,000	....
Dining	128,000	147,000	135,000
Horse Express	81,000	....	....
Observation	122,000	145,000	131,000
Postal	....	110,000-60′ 77,000-40′	....
Pullman Parlor	115,000	146,000	....
Pullman Observation	124,500	151,000	127,000
Pullman Standard Sleepers	125,000	153,000	145,000
Pullman Tourist Sleepers	94,000	....	133,000
Tea and Silk	48,000	....	....
W. F. Express Nos. 40-154	....	....	77,700
W. F. Express Nos. 155-189	....	....	87,800
W. F. Express Nos. 500-505	....	....	108,500

SPECIAL RULES—Continued.

MISCELLANEOUS.

65. Eastward trains arriving at Siskiyou, which have helper engines to cut off head end, will not detach such helper engines until road engine has recharged train. This to avoid slack running down and striking engine if cut off and moved a short distance ahead of road engine.

66. Helper engines coupled in the middle or rear of trains must be cut off from the forward portion of train before taking water, and where head engines cannot handle forward portion of train without assistance of helper, latter must not be cut off until after forward portion of train has been shoved by tank.

67. Engines on freight trains of twenty cars or over must be cut off before taking water.

68. Leading engines and pusher engines must not be cut from head and rear portion of train at the same time at Steinman when taking water.

69. Trains entering sidings will do so under control. Responsibility for collision is placed with entering train.

70. Mallet type engines must not be moved westward through sidings at Lamoine and Gibson. Spur may be used at either point when necessary, but such engines must not be moved westward on sidings over spur frogs.

This does not restrict eastward movement through these sidings.

Mallet engines must not be moved over cross-over between main track and old siding west of Weed Station in a westerly direction, nor through coach spur, and must not be moved through new oil plant siding at Morley, siding at Dirigo and siding at Shasta Springs, also Mikado type engines must not be moved over cross-over between main track and old siding west of Weed Station in a westerly direction.

71. Siding at Weed located east of station on opposite side of main track is the siding to be used by trains meeting or passing unless otherwise instructed. Westward trains must stop to clear west switch of this siding when meeting a train, or when train order signal is at stop unless they receive orders or clearance permitting.

72. LINK SWITCHES must be properly lined up after using.

73. When necessary to occupy Iron Mountain Railroad Company's tracks at Keswick and McCloud River Railroad Company's tracks at Sisson, including the west leg of Wye at Sisson, it must be under protection of flag.

74. The tonnage of any train descending grade Siskiyou and Ashland, Siskiyou and Hornbrook, Grass Lake and Weed, must not exceed ninety M's per operative brake, and 120 M's per operative brake Dunsmuir and Edgewood.

75. When one torpedo is exploded train will come to a stop as per Rule 15. If no person is on hand to explain the placing of torpedo, train may proceed to the next station or block signal as hereinafter provided:

(a) If view is obscured by curves, fog or storm, flagman must be sent ahead, and train may follow, under control, in the manner prescribed by Rule 504.

(b) If track is seen to be clear or within automatic block limits, if signal indicates ''Proceed,'' train may proceed, but will run under control for a distance of one-half mile before resuming full speed.

SCALES.

76. Track scales shown at following stations are private scales: Coram, Kennet, Keswick.

WATER SUPPLY BETWEEN STATIONS.

¾ mile east of Cantara. I mile east of Cole. ¼ mile east of Grenada.

YARDS.

80. Yards are established at the following stations:

GEBBER.—Extens from Yard limit board 1000 feet west of East switch Proberta to Yard limit board 1000 feet west of Wye, Davis line, and 1000 feet west of Wye, Tehama-Roseville line.

RED BLUFF.—Extends from Yard limit board east of Red Bluff to Yard limit board one mile west of West switch Red Bluff.

REDDING.—Extends from Yard limit board east of East switch Redding to Yard limit board west of New California Powder Spur.

DUNSMUIR.—Extends from Yard limit board east of East switch Small to Yard limit board west of West switch Castle Crag.

WEED.—Extends from Yard limit board west of Weed to Yard limit board east of Weed, Dunsmuir Subdivision, and to Yard limit board east of Weed, Weed Subdivision.

MONTAGUE.—Extends from Yard limit board west of Montague to Yard limit board east of Montague.

HORNBROOK.—Extends from Yard limit board west of Hornbrook to Yard limit board east of Hornbrook.

ASHLAND.—Extends from Yard limit board west of Ashland to Yard limit board east of Ashland, which is also junction between Shasta and Portland Division.

KLAMATH FALLS.—Extends from Yard limit board west of Texum to Yard limit board east of Klamath Falls, and includes Chelsea.

81. Rules 93 and D-93 are revised as follows:

Within yard limits the main track may be used, protecting against first-class trains.

Trains must approach yard limits and pass through yards under control.

LIST OF SURGEONS, HOSPITAL DEPARTMENT

NAME	TITLE	LOCATION	DISTRICT
Dr. F. K. Ainsworth	Chief Surgeon and Manager	San Francisco	
Dr. D. H. Hornor	District Surgeon	Dunsmuir	Between Sims and Mott
Dr. E. J. Cornish	District Surgeon	Dunsmuir	Between Sims and Mott
Dr. Paul Wright	District Surgeon	Sisson	Between Mott and Deetz
Drs. W. E. and F. H. Tebbe	District Surgeons	Weed	Between Deetz, Gazelle and Grass Lake
Dr. F. B. Lucas	District Surgeon	Montague	Between Gazelle and Hornbrook
Dr. Chas. Pius	District Surgeon	Montague	
Dr. G. J. Hall	District Surgeon	Hilt	Between Ager and Siskiyou
Dr. G. C. Jarvis	District Surgeon	Ashland	Between Siskiyou and Talent
Dr. F. J. Bailey	District Surgeon	Gerber	Between Red Bluff and Gerber
Dr. W. Gavey	District Surgeon	Red Bluff	Between Red Bluff and Cottonwood
Dr. A. B. Gilliland	Emergency Surgeon	Cottonwood	
Dr. G. E. Flora	District Surgeon	Anderson	Between Cottonwood and Girvan
Dr. C. E. Reed	District Surgeon	Redding	Between Girvan and Keswick
Dr. C. A. Mueller	Asst. Surgeon	Redding	Between Girvan and Keswick
Dr. J. P. Sandholdt	District Surgeon	Kennet	Between Keswick and Delta
Dr. F. T. Boyd	District Surgeon	Lamoine	Between Delta and Sims
Dr. M. W. Long	District Surgeon	Dorris	Between Grass Lake and Ady
Dr. G. W. Merryman	District Surgeon	Klamath Falls	Between Ady and Klamath Falls

HOSPITALS:—General Hospital San Francisco, Cal.; S. P. Hospital, Sacramento, Cal.

NOTE:—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of the Company Surgeon.

Any officer of the Company is authorized to call Company Surgeon to attend the injured.

When tramps or other trespassers are injured on the Company's lines they should be turned over to friends or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

Stretchers are located at following stations:

Gerber
Redding
Kennet
Dunsmuir
Sisson
Weed
Montague
Hornbrook
Ashland
Klamath Falls

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

82. Locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211	40	
A-84 15-25/28 110	3000 to 3009	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024	67	46445 "
A-81 20/28 105	3025 to 3071	77	46380 "
T-69 21/28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T-69 15½-26/28 142	2291, 2294, 2297	62	41526 "
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 "
M-63 21/28 155	1720, 1721, 1724, 1770, 1771, 1773, to 1777, 1779	58	45190 "
M-63 21/28 144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790, to 1792, 1794 to 1797, 1799	53	42860 "
M-63 15/26-28 144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 "
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E-73 18/24 63	1430 and 1432	61	27570 "
MC-57 26/40-30 394	4000 to 4016	53	43050 "
MC-57 26/40-30 398	4017 to 4028	53	43050 "
MC-57 26/40-30 401-S	4029 to 4043	53	43500 "
MC-57 26/40-30 395-S	4044 to 4048	53	43500 "
C-57 22/03 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "

Note.—Maximum speed in miles per hour is based on vertical distributing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of engineers and must in no way conflict with rules governing speed of trains.

RATING OF LOCOMOTIVES

(In M's of 1000 Pounds Back of Tender)

CLASS	ENGINE NUMBERS	Boiler Pressure	ASHLAND and HORNBROOK	DUNSMUIR and EDGEWOOD	SNOWDON to EDGEWOOD, EDGEWOOD to HORNBROOK, GERBER to DUNSMUIR	HORNBROOK to SNOWDON	DUNSMUIR to GERBER (Single Engine)	DUNSMUIR to GERBER (Double Hooker Hill)
T—63 20/26 112	2235 to 2273	180	435	700	1330	935	2395	2635
T—63 21/28 144	2301 to 2310	200	565	910	1745	1225	3130	3425
T—63 22/28 160	2311 to 2352	200	610	990	1900	1325	3420	3755
C—51 19/30 96	2507 to 2512	150	400	630	1205	835	2130	2345
C—57 22/30 194s	2513 to 2599 and 2752 to 2830 Superheated	210	740	1170	2230	1600	3945	4340
C—57 22/30 187	2513 to 2599, 2752 to 2830 Saturated	200	695	1105	2100	1475	3745	4115
C—57 22/30 184	2694 to 2751							
C—57 22/30 180	2624 to 2679							
C—57 22/30 178	2680 to 2693							
C—57 22/34 176	2615, 2621 to 2623	185	695	1090	2055	1450	3635	3995
MK—57 23¾/30 205	3200 to 3208, 3216 to 3235	200	765	1235	2400	1780	4300	4730
MK—63 26/28 210s	3236 to 3270	200	870	1390	2675	1870	4765	5245
TW—54 22/26 147	2900 to 2913	180	625	975	1840	1295	3240	3565
MC—57 26-40/30 394	4000 to 4016	200	1670	2575	4790	3400	5230	8400
MC—57 26-40/30 398	4017 to 4028							
Allowance for Empty and Underloaded Cars	Less than 40 M's		3	3	3	3	3	3
	40 to 50 M's		0	0	0	0	0	0
	More than 50 M's		0	0	0	0	0	0

CLASS

"T"—Ten Wheelers.
"C"—Consolidation Engines.
"TW"—Twelve Wheelers.
"MK"—Mikado.
"MC"—Mallett.

Example:—Consolidation Engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on drivers:

$$\text{C-57}\ \frac{22}{30}\ 187$$

MILEAGE.

Main Lines.

Gerber to Cal.-Ore. State Line	C. P. Ry.	190.66	
Cal.-Ore. State Line to Ashland	O. & C. R. R.	27.61	
Total Main Line			218.27

Branch.

Klamath Falls	C. P. Ry.	Weed to Kirk	127.38
Total Shasta Division			345.65

TRAIN DISPATCHERS.

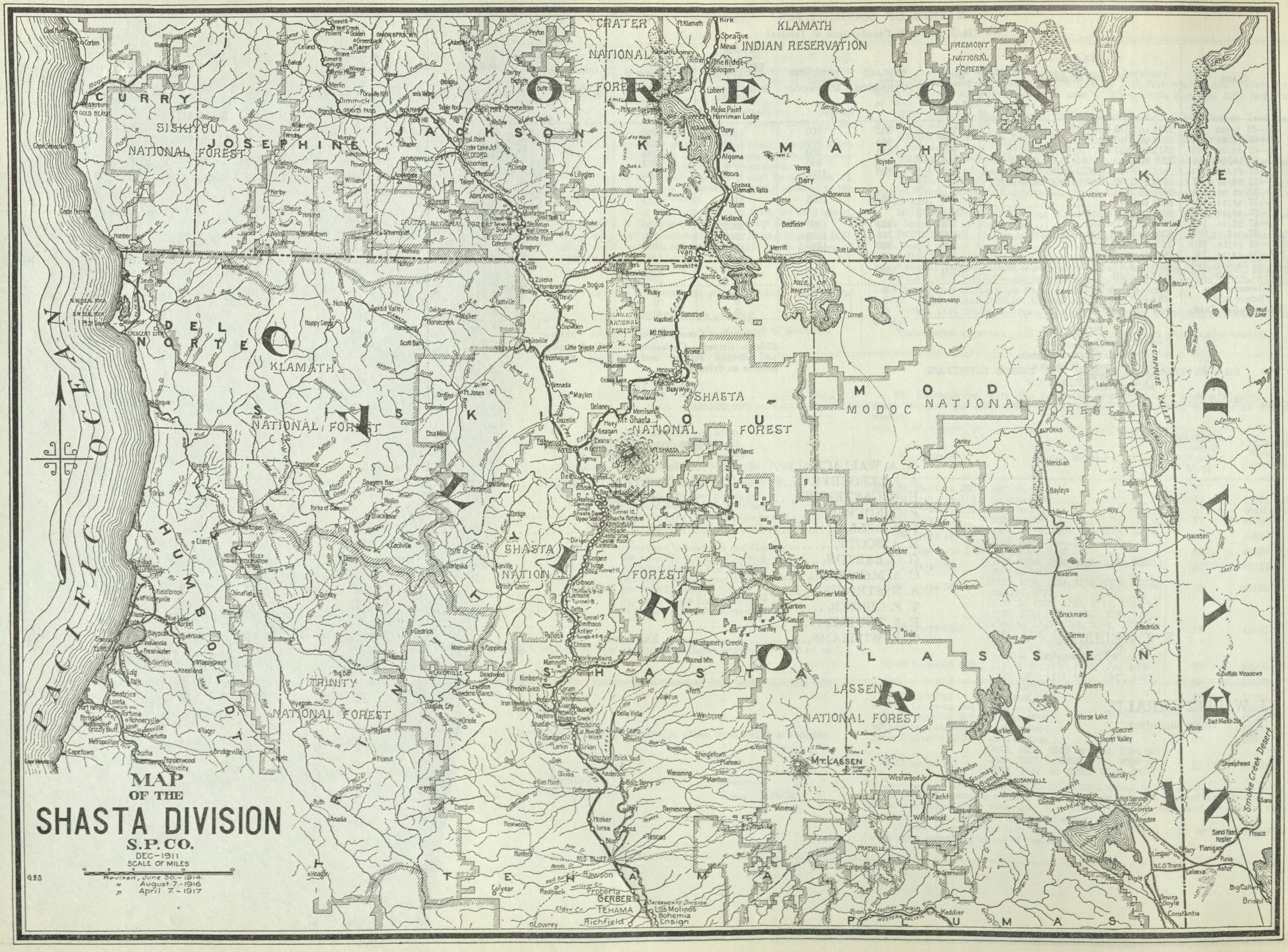
M. A. WALLACE,	Chief Train Dispatcher	Dunsmuir
A. J. LEBOURVEAU,	Asst. Chief Train Dispatcher	"
H. H. CARPENTER,	Train Dispatcher	"
F. C. NOURSE,	"	"
P. B. BELL,	"	"
H. A. SCOTT,	"	"
G. C. BARTON,	"	"
C. A. McDANIEL,	"	"
A. N. STROUD,	"	"
T. F. CUSTER,	"	"
E. A. TUTTLE,	"	"
G. R. WILLIAMS,	Examiner	"

E. J. KELLUM,
Trainmaster

H. G. McCARTHY,
Trainmaster

J. W. FITZGERALD,
Superintendent.

H. A. CULP,
Asst. Superintendent.



MAP OF THE SHASTA DIVISION

S.P.CO.

DEC-1911

SCALE OF MILES

Revised, June 30.-1914.
" August 7.-1916
" April 7.-1917

G.B.S

10 5 0 10 20
OREGON
CALIFORNIA
NEVADA
PACIFIC OCEAN
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
DEL NORTE
SISKIYOU
MODOC
HUMBOLDT
TRINITY
SHASTA
LASSEN
TEHAMA
PLUMAS
SISKIYOU NATIONAL FOREST
CRATER NATIONAL FOREST
KLAMATH INDIAN RESERVATION
FREMONT NATIONAL FOREST
KLAMATH NATIONAL FOREST
SHASTA NATIONAL FOREST
MODOC NATIONAL FOREST
TRINITY NATIONAL FOREST
LASSEN NATIONAL FOREST
HOOPA VALLEY INDIAN RESERVATION
TULE OR RHETT LAKE
MT. SHASTA
MT. LASSEN
Ashland
Medford
Grants Pass
Klamath Falls
Crescent City
Eureka
Weed
Dunsmuir
Redding
Red Bluff
Gerber
Tehama
Susanville
Alturas
Lakeview
SACRAMENTO DIVISION
WESTERN PACIFIC
N.C.O. Trans
Smoke Creek Desert